Metal plate full colour white background: 299 X 232 mm

Power meant death

In late WWII, low speed horizontal circle fighting became dominant, evolving into a fierce competition of **power_reduction**. This down-throttling was always maintained over multiple consecutive 360s, indicating the power reduction was not caused by momentum.

The turn curvature forced the lower wing airflow to deflect **up** into the constricted space between the wing and the prop. Constricting the airflow **accelerates the air past the constriction point (wing top), increasing the lift.** A higher power setting “flattened” the deflection, killing lift.

-FiAF LaGG-3 Series 35 tests (17.2.’43 and 1.2.’43 Pyhajarvi ice base):

-360 turn, 6000m, at full power (2600 rpm): 26 sec. : Radius: 467 m.

-360 turn 6000m, at **cruise power** (2200 rpm): **27 sec.** : **Radius 415 m**.

-**From TAIC Summary No. 3, 08-44 (Captured Ki-43 pilot handbook comments)**: "*There is reason to believe that Jap pilots **prefer OSCAR to the higher performing TOJO and TONY***." (This also applied to **FRANK**.)

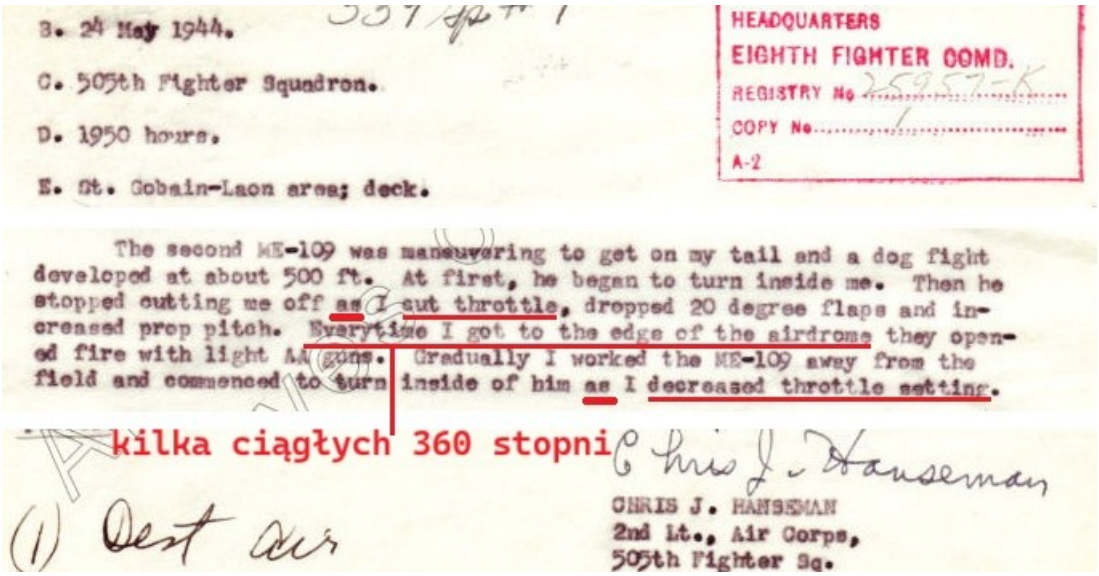
-Erich Brunotte (YT interview, "The Fighter Collection/Eagle Dynamics": "Luftwaffe fighter pilot Erich Brunotte meets the Digital Combat Simulator FW-190D-9"): 12:15: "Engine Power Management": "*We **almost never used full throttle** – We had it on normal power **but we pulled back even from that, as you did not need that much in a fight** – You used WEP to get away or get close* [straight lines] ***but it happened rarely** – The manifold pressure* [in combat] ***was usually 0.9 to 1.2 ATA.***" **[The FW-190D-9 maximum was 1.7/1.9 ATA.]**

-USN pilot comment, 27 September 1942: "I*n my opinion, they [Zero pilots] had generally poor fighter tactics. **Zeros could not be shaken by us if they would chop their throttles and sit on our tails.***" **["Sitting" here meant turning.]** Drachinifeld, YT, **“A6M Zero or Hero?”**

-Kyosti Karhila, 32 victory ace (Finland):

"*I learned to fly with the "Cannon-Mersu"* (Me-109G-6). *I found that when fighter pilots got in a battle, **they usually applied full power and then began to turn. In the same situation I used to decrease power**, and **with lower speed was able to turn equally well**. --**When the enemy***

decreased power, <u>I used to throttle back even more</u>."



B. 24 May 1944.

C. 505th Fighter Squadron.

D. 1950 hours.

E. St. Gobain-Laon area; deck.

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A-2

The second ME-109 was maneuvering to get on my tail and a dog fight developed at about 500 ft. At first, he began to turn inside me. Then he stopped cutting me off as I cut throttle, dropped 20 degree flaps and increased prop pitch. Everytime I got to the edge of the airdrome they opened fire with light AA guns. Gradually I worked the ME-109 away from the field and commenced to turn inside of him as I decreased throttle setting.

kilka ciągłych 360 stopni

Chris J. Hanseman

CHRIS J. HANSEMAN
2nd Lt., Air Corps,
505th Fighter Sq.

(1) Dest Acr

-2nd Lt Chris J Hanseman (505 Sq.), 24 May 1944 (P-51B vs Me-109G-6):

"**[500 ft., after multiple consecutive 360s]** *Gradually I worked the Me-109G away from the airfield, **and commenced to turn inside him <u>as</u> I decreased throttle setting***." (Immediate and permanent effect through multiple 360s.)